

SOME FAMILIAR FACES AND SCENES AT THE SARATOGA RACES.

JOHN W. ROGERS.
Trainer for Harry Payne Whitney.

OUT FOR AN EARLY MORNING GALLOP.

LUCIEN LYNE.
One of the Best Jockeys at the Spa This Summer.

TIME

SPORTING TOPICS

SPORTING COMMENT.

News and Views on Current Topics, Amateur and Professional.

The rain last week interfered seriously with many of the important fixtures in the line of outdoor sports. Such unfavorable weather, in fact, did the cruising fleet of the New-York Yacht Club encounter on the run to and around Cape Cod that the cruise was voted the most unsatisfactory one ever held under the auspices of the club. The meeting of the Grand Circuit, at Poughkeepsie, was declared off on two successive days owing to the wet weather, and the same was true of the combination meeting of the Parkway Driving Club at Gravesend. The lawn tennis tournament on the Meadow Club courts, at Southampton, was badly crowded, owing to a loss of one day of play on account of the rain. The same was true, indeed, all over the country, with the single exception of the thoroughbred races at Saratoga, Fort Erie and Latoria. Rain never stops the runners. "Auto" meets and baseball schedules likewise succumbed to Jupiter Pluvius.

THIS IS LAWN TENNIS WEEK.

Lawn tennis will hold the boards this week with the playing of the national allcomers tournament at the Casino courts at Newport. This will be the sporting event par excellence, both from a purely athletic and from a social point of view. The ranking lawn tennis experts of the United States, east and west, and Clarence Hobart are seen, in addition to the members of the Australian team, which challenged for the Davis Cup at Wimbledon, are expected to take part. Holcombe Ward, the American and London champion, who is rumored, not to defend the singles championship title, owing to a death of a near relative. This is indeed to be deplored, but such action on the part of the title holder would only serve to make the allcomers competition more keen, as the championship would go to the winner by default. The entry list this year is the largest ever received, and all that is needed to make the tournament a success is the continuation of the fine weather which has marked the last few days. Richard Stevens, the winner of the Meadow Club tournament, at Southampton, and who was defeated by Hobart at Newport, and these two veterans are likely to give the younger players a good tussle, as each has been showing excellent form this season.

STOP "AUTO" TRACK RACING.

The shocking accidents which have befallen three drivers of racing automobiles while competing on circular racetracks during the present season have gone a long way to convince the general public, as well as those who have the welfare of the "auto" in mind, that the time has come to put a stop to spending ovals or elliptical courses. Barney Oldfield was the first to come to grief. He went through the fence at Detroit, and a few weeks recovering from the bruises he received. Earl Kiser, while traveling at the rate of a mile a minute at the same place, also ran through a fence. He was picked up unconscious, with one leg so nearly torn off that it had to be amputated. Oldfield and Kiser were drivers of gasolene cars. Last week at Buffalo, a third appalling accident occurred. Webb Jay, driving a steam car, was hurled through the fence and over an embankment. He fell into a pool of stagnant water, and was nearly drowned when spectators hauled him out. He sustained nine broken ribs, a punctured lung, concussion of the brain and numerous sprains and bruises. Through a miracle he still lives, and may even recover. Barney Oldfield, as soon as he left the hospital, returned to "auto" racing. Earl Kiser, with one leg gone, announces that he will desert the sport. On two occasions at the Morris Park track the writer has made fast miles this summer. One was a circuit of the track in 22 seconds, with Louis Chevrolet, the dardevil French driver, and the other was two successive miles, made with Webb Jay, in less than 40 seconds each. The sensation on the sharp curves was not a pleasant one, although no other machines were on the track to cause a dust. It is the crowd, the dust, the racing cars stir up which make the taking of the turns so hazardous. Going at faster than express train speed, it is little less than suicidal to dash around a sharp curve in a cloud of dust which completely blinds the driver. Six days of racing, which is modified by law because it harmed the health of the foolish men who took part in the long grind. Racing is a dangerous sport, and it is a pity that a minute clip is far more dangerous to life and limb than riding a bicycle for 24 hours without stop.

INTERNATIONAL COMPETITIONS.

The representatives of the United States, while faring badly in the international sporting competitions in Great Britain this summer, made a much braver showing in the international contests with the sportsmen of the Dominion of Canada. Last month the American yacht Manchester defeated the Canadian craft Alexandria and brought home the long lost Seawanhaka International Challenge Cup. Last week the Charles Herreshoff boat triumphantly defended the Canada's Cup against the challenge of the Toronto yacht Temeraire, which was designed by Fife. Thus the only two yachting events of the year with an international flavor the champions of the Stars and Stripes came off with colors flying. In connection with both contests there was an unusual amount of interest. The Manchester won the Seawanhaka Cup, where eight previous challengers from the United States and one from England had failed. The Troqueux, which successfully defended the Canada's Cup, goes down in the records as the first defender to win since the cup was offered, in 1896. With the America's Cup also safely stowed away in the trophy room of the New-York Yacht Club, the United States has now about all the international yachting trophies in competition. The excellent performance of the American yachts this summer goes a long way toward lessening the sting of defeat in the lawn tennis, shooting and rowing contests in Great Britain. The failure of the American lawn tennis champions to bring back the Davis International Challenge Cup was keenly felt here, as it was in this trophy that the United States had carried away to England by R. F. and the Delbert in 1904. The defeat of the American team at Hensley is not so hard to bear as here it was a case of trying to win a trophy which the United States has now as peculiarly the property of British sportsmen.

ARCHERY.

W. H. Thompson, the master of the Wabash Merry Bowmen, and perhaps the best known expert of archery in America, has recently issued a revised edition of the valuable work "How to Train in Archery," which was first published by Morris Thompson many years ago. The book in question is a study of the historic "York Round," and contains an exhaustive manual of long range bow shooting. The recent meeting of the Grand National Archery Association at Chicago was the only international general public has had this year that the time-honored sport of the long bow is still extant in these modern days. Indeed, those

interested in archery in this country say that there are at the present time unmistakable indications of a great awakening of interest in this noblest of all outdoor pastimes. The practice of archery as a sport has at no time since 1672 been extinct in Great Britain, and the Society of Richmond Archers (Yorkshire), in England, and the Royal Edinburgh Bowmen, in Scotland, date back to the seventeenth century. In 1848 there took place a great revival of archery in Great Britain, which resulted in the establishment of the grand national meeting, held in 1844 at York, and annually thereafter at different cities. The round to be shot at these national meetings was called the "York Round," and consists of 72 arrows at 100 yards, 45 arrows at 80 yards and 24 arrows at 40 yards. This steadily became the official round for all meetings and has remained so ever since. In all, five great annual meetings of archers are held in Great Britain. Each lasts two days, and the "York Round" is shot on each day. The prizes are awarded to the winners of the "Double York Round." The official "York Round" was early adopted by the National Archery Association of the United States, and all public meets employ it.

ROQUE.

The holding of the annual championship tournament of the National Roque Association at Norwich, Conn., last week brought this most admirable sport once more before the public eye. There are few more excellent outdoor games than roque, and yet play is confined to a few scattered clubs in the New-England and Atlantic Coast States. The writer, in fact, has often been surprised at the general ignorance as to the game among people who are well informed on most outdoor sports. Among many, too, there is the erroneous impression that roque is nothing more or less than croquet. This is not the case. Roque is a combination of croquet and billiards. It is played on a dirt court, with mallets and wooden balls, somewhat similar to the familiar croquet implements. The court is bounded on all sides by a six-inch rail, which is equally resilient in all parts. The wickets are much narrower and harder to negotiate than in croquet, but the layout of the court is the same in both games. The roque mallet is the same as the croquet mallet, and is heavily weighted. In playing roque, the carom is the all-important feature, and the side walls of the court are employed with the same results as on a billiard table. One of the most famous roque courts is at Cottage City, Martha's Vineyard, Mass., where some of the most skillful players of the country are seen. In competition, each player removes the roque balls and clubs are Malden, Mass.; Norwich, Conn.; New-London, Conn.; Wilmington, Del.; Washington, Philadelphia, and Springfield, Mass. The championship of the National Roque Association was won this year by C. C. Cox, of Malden, Mass., who annexed the honor for the third successive year. The club which is looking for a pastime to hold the attention of members would do well to lay out a few roque courts. Roque has all well to do with tennis or golf, and at the same time appeals to many who find the first named a trifle too strenuous.

HUMAN LIFE CHEAP.

Human life is considered cheap by the promoters of automobile race meets in this country, for they endeavor to safeguard the competitors not at all. The removal of the inside fence at a track, for instance, would save one-half the terrible accidents which occur. Had the Cleveland Automobile Club removed the fence inside the Glenwood track, Earl Kiser, the daring driver of the Winton Buick, had might to-day be enjoying the use of two legs. Had the Detroit Automobile Club removed the inside fence at Detroit, Barney Oldfield's narrow escape from a fatal accident would have been a mere joke. Cars as a rule go through the inside fence. The Brighton Beach Automobile Club failed to remove the inside fence, and Albert Champion was laid up in the hospital for months, his leg only being saved by good surgery. He has one leg shorter. The expense to the club for removing the fence was not great, yet all refuse to do so, and the drivers whom they induce to take part in a few roque courts. Roque has all well to do with tennis or golf, and at the same time appeals to many who find the first named a trifle too strenuous.

AMERICAN LEAGUE.

Chicago Beats New-York in a Close Eleven Inning Game.

GAMES TO-DAY.

AMERICAN LEAGUE. [Washington at Cleveland.

RESULTS OF GAMES YESTERDAY.

AMERICAN LEAGUE.

Chicago, 2; New-York, 1. St. Louis, 6; Philadelphia, 4.

St. Louis, 3; Philadelphia, 2.

AMERICAN LEAGUE STANDING.

Club. Won. Lost. P. C. Club. Won. Lost. P. C.

Philadelphia... 41 44 500 Boston... 39 49 476

Chicago... 37 44 504 Washington... 39 49 476

St. Louis... 37 44 504 St. Louis... 37 44 504

New-York... 31 45 520 St. Louis... 37 44 504

Chicago, Aug. 20.—Chicago to-day defeated New-York, 2 to 1, in a hard fought eleven inning battle.

Herbert attempted to attack Empire McCarthy and was ordered out of the grounds. Attendance, 22,775. The score:

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VANDERBILT CUP RACE.

Competitors Disagree with Racing Board on Direction.

The racing board of the American Automobile Association has decided that the Vanderbilt Cup race shall be run in the way, the competitors have evidently decided that it shall be run in the opposite way. Some writers have supported the racing board, others the competitors, and the question of direction has come to be the leading topic of conversation. The board states that in determining the direction it took into consideration the hills, and that by going to the left the hard hills are encountered upward instead of downward, thus lessening the danger. The competitors claim that this is all wrong according to the rules of the road. They claim that trouble will certainly ensue should the board continue its course. Joe Tracy, a driver in the Gordon Bennett race, contends that by the rules of the road the competitors must pass on the left. In doing so the driver approaching a turn will be on the inside of any competitor he desires to pass and will therefore be caught napping as the leading car swings the turn. Collision is likely to result in this way, as the turns are so sharp and so poorly designated by the surroundings that they can hardly be seen until close at hand.

In the contention of Mr. Tracy there is much that is true. It is said that the foreign drivers, of whom there are fifteen as against five Americans, will demand that the route of the race be altered so that the driving will be to the right. Whatever the outcome of the contention may be, it is certain that the race will be a grand struggle in either direction it may be run—to the right or to the left. The interest in the Vanderbilt race is so great that touring parties by the score are already going over the route and the inhabitants are beginning to enjoy the prosperity that comes to any section chosen for the big contest. Automobiles spend money liberally, and in travelling the route soon becomes a frequent.

There is as much interest in the American eliminating trials as in the Vanderbilt race itself. These trials come on September 23 and the race on October 14. The intervening three weeks will be busy ones along the course, with a majority of the foreign teams and the five members of the American team on hand learning the course.

Of that there can now be no slightest doubt, as E. R. Gallaher, whose trip to Europe was undertaken to insure the presence of the Gordon Bennett race winner, the Georges Richards car, cabled immediately after arrival to H. H. Van Hise, his driver, ordering him to go daily over the course.

Mr. Van Hise is accordingly a daily visitor to the course in a touring car. He is considered one of America's coming drivers. In the Mount Washington hill climb, driving the 6-horsepower car of Hugo R. Johnson, of Boston, he won his class last year. He is more than that made by Harry Harkness in the 40-horsepower Mercedes last year.

The foreign drivers, who will be here in time to witness the eliminating trials for the American team in the race, will watch the contest with a great deal of interest. In any race the home team is considered dangerous, and the Vanderbilt race is no exception.

Lancia and Nazzari, the Italian drivers, are both drivers who have huge 120-horsepower cars on hand for a trial of the course on the day of the trials, providing a permit may be had from them they will be quartered with William Wallace, Paul Sargent and Louis Chevrolet, the other three members of the 6-horsepower team, who will consist in trips twice daily over the course in Lancia is the star of the team, and he will go into the race a red-hot favorite.

TORRENCE AND PELL WIN.

Beat Anderson and Allen in Doubles

Final at Southampton.

Southampton, Long Island, Aug. 20.—The finals of the doubles in the lawn tennis tournament at the Meadow Club were played to-day, the match having been a tie when play was called at dark yesterday.

Henry Torrence and T. R. Pell won from Fredrick Anderson and Harry F. Allen, in two straight sets, 6-2, 6-2. In the mixed doubles, semi-final round, Miss Alice Kolbe and Harry S. Allen beat Miss Katharine Barry and John S. Barry, 6-2, 6-2.

In the finals Miss Alice Kolbe and Harry S. Allen beat Miss Katharine Barry and John S. Barry, 6-2, 6-2. In the beat Mrs. Goodhue Livingston and R. P. Huntington, 6-1, 6-4.

READY AT SEA GIRL.

Riflemen From All Over the Country on Hand for Match.

[BY TELEGRAPH TO THE TRIBUNE.]

Sea Girl, N. Y., Aug. 20.—From all parts of the United States riflemen have assembled here in readiness for the opening of what promises to be the greatest rifle contest ever held in the East. Even from Hawaii there comes a team to shoot and to return home with new ideas about what can be done to benefit the National Guard organization.

With General William P. Hall, the military secretary, in command, and two score army officers for range officers for the national matches and others who are here with teams of the different branches of the service, the rifle range resembles an annex of the War Department at Washington. There are four hundred regulars here for active duty as marksmen and scorers in the matches. They come from the 5th and 23d Infantry regiments.

Twenty rifle teams are now in camp—United States Infantry, United States Cavalry, United States Marine Corps, United States Navy, West Point, Ohio, West Virginia, Pennsylvania, Hawaii, Washington, Oregon, Iowa, Kansas, Texas and the District of Columbia.

The team from New-York is expected to-morrow. Other teams will also arrive then, and in all it is believed there will be twenty-five teams to compete for the handsome national trophy, which was won last year at Fort Riley, Kansas, by the New-York State team after a splendid match.

New-York will no doubt put up a strong fight to retain the trophy this year, but the men will have to do some fine shooting, as the pick of the regular establishment and National Guard of the country is here. It is feared that the "coaching" of any kind. Heretofore a coach was allowed to make suggestions to the men as they were shooting.

The Florida team has two alligators for mascots, and they provoke much curiosity on the part of the visitors. Individual work will decide the national match. General Hall decided this afternoon at a meeting of the team captains that the men should not talk even when shooting in pairs. This will prevent all "coaching" of any kind. Heretofore a coach was allowed to make suggestions to the men as they were shooting.

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COLONIA HOME BOUND.

OCEAN RACE STARTS.

Five Schooners Leave Marblehead for Run to Halifax.

[BY TELEGRAPH TO THE TRIBUNE.]

Marblehead, Mass., Aug. 20.—Upon signal from the flag ship Colonia all the yachts in the harbor "dressed ship" this morning at "colors." There were about one hundred in all, and they made an extremely pretty picture as they rolled gently in the easterly swell setting in from the sea. Thousands from Salem, Lynn and other nearby towns dotted the rocky shores and occupied every available boat from noon until sundown.

Lieutenant Commander Holcombe, U. S. N., executive officer of the cruiser Brooklyn, and other officers of that ship paid a formal visit to Commodore Laurence Minot at the Eastern Yacht Club, and a number of officers and members of the club were entertained on board the steam yacht Niagara by Howard Gould.

Commodore F. G. Bourne left for New-York to-day in the Colonia. The only yachts to sail were the Mimosa II, the Fleuret de Lys, the Viking, the Narada, the Intrepid, the Idler, the Felicia and the Levantier. There still remain about twenty of the club fleet.

All arrangements for the invitation ocean race to Halifax, N. S., are complete, and it is certain to-night that five schooners will start from Marblehead at 10 o'clock in the morning. They are Arthur T. Luke's Corona, P. F. Brewster's Elmira, Commodore Laurence Minot's Hope Leslie, W. S. Eaton's Agatha and Charles E. Gibson's Black Hawk.

The Elmira represents the New-York Yacht Club, the Black Hawk the Boston Yacht Club and the other three the Eastern Yacht Club. It was hoped that the sloop Doris would start, but unless she has a competitor she will not go. All the yachts are to sail in cruising trim, so that clubships are barred, and allowances will be reckoned by the Eastern Yacht Club's tables on a basis of 357 miles. Stephen W. Sleeper, of the regatta committee, with Secretary Revere, will start for Halifax to-morrow by boat to time the yachts at the finish, which will be between the committee boat and a buoy anchored off the clubhouse of the Royal Nova Scotia Yacht Squadron in Halifax Harbor.

The committee boat at the finish will fly by daylight a large Eastern Yacht Club flag and at night she will show four lights in a vertical line, the two upper ones red and the two lower ones white. The buoy will carry a flag by day, and a red and white light at night.

The course directions say that Halfway Rock, the whistling buoy, off Samba Island, the black buoys off the Sisters, Bell Rock, Duncan's Reef, Litchfield's Rock and Mars Rock at the bell buoy off Pleasant Shoal and the black buoy off Reid Rock must all be left to port. Yachts in the race are allowed to make port and anchor owing to stress of weather without being disqualified.

Commodore Minot will have as guests on board the Hope Leslie Vice-Commodore Francis S. Eaton and Secretary George Atkinson, of the Eastern Yacht Club. On board the Corona as guests of Arthur T. Luke, captain and owner, will be Albert H. Wiggin, of New-York; Charles A. Price, of Boston, and James C. Summers, of New-York. P. F. Brewster's guests on board the Elmira will be T. W. Farnham, of New-Haven; D. C. Byers, of Pittsburgh, and W. Stillman, of New-York. Norman L. Skene will be Mr. Gibson's guest on board the Black Hawk.

The Corona is a steel schooner, 123 feet over all, 53.40 feet water line, 24 feet beam and 15 feet draught. She was designed and built by Herreshoff as a keel sloop for the defence of the America's Cup in 1893. She was altered to a schooner, and a centreboard added in 1896.

The Elmira is a steel schooner, designed by George Smith and built this year by George Lawley, at Boston. She is 125 feet over all, 57 feet on the water line, 25 feet beam and 15 feet 5 inches draught.

The Hope Leslie is a wooden schooner, built by George Lawley, of Bath, Me., in 1886. She is 84.25 feet over all, 66 feet on the water line, 16 feet beam and 10 feet draught.

The Agatha was designed by Fred Lawley and built by George Lawley, at Boston. She is 75 feet over all, 45.75 feet on the water line, 25 feet beam and 10.2 feet draught.

The Black Hawk was designed by N. L. Skene and built by C. F. Brown, at Pulpit Harbor, Me. She is 61 feet over all, 42 feet on the water line, 14.3 feet beam and 8.2 feet draught.

With a fair wind it is estimated that the winning yacht will reach Halifax by Wednesday. She is 75 feet over all, 45.75 feet on the water line, 25 feet beam and 10.2 feet draught.

In a match race to-day over a course four miles to windward and return from Marblehead Rock, between the 33-footer Mimosa II, of New-York, the 30-footer Dorel and Chevalier I and the 22-footer Tyro, Mimosa II won by about eight minutes.

ASSOCIATION FOOTBALL.

Dates Announced for the Tour of the English Team.

Further details have been received regarding the visit of the English football players who will play in Canada and the United States this autumn. The visitors will play the first game in Montreal on September 9. They will then travel east and play in Hamilton on September 11.

The following day the team will spend visiting Niagara Falls, and on Wednesday, September 13, will play the Berlin team. Toronto will be played on the following Thursday or Friday, and then the Englishmen will face the Canadian champions at Galt, the following Saturday.

From there the team will enter the United States and play in Detroit, St. Louis and Chicago before going East. Three days will be given to Philadelphia and one each to New-York and Boston. The game in this city is scheduled for Saturday, October 14. F. H. Mills, of Sheffield United, will captain the team, which will be made up from the following players:

Sir Charles Kirkpatrick, Dorking; C. B. Fry, Casuals; T. T. Fitchie, Woolwich Arsenal; J. D. Harndall, Totts Forest; V. J. Woodward, Tottenham; H. Smith, Reading; R. E. Hounsfield and T. Fletcher, Derby County; J. E. Rains and C. Cooper, Sheffield United; A. A. Milton, Salley College; C. W. Storey, Corinthian; J. Bryning and P. Walsley, Northern Nomads; and Robert Hart, O. D. Dick and L. H. Skane, of Queens Park, Glasgow.

The team is coming out with the full sanction of the English Football Association, and will be accompanied by J. J. Bentley, the president of the organization. Sir Edward Cochrane, who has offered a \$500 cup to be played for during the tour, will also come on for the conclusion of the tour, and will witness the games in Philadelphia, New-York and Boston.

STEWARDS INCONSISTENT.

To Reinstate Jockeys Once Ruled Off Encourages Dishonesty.

[BY TELEGRAPH TO THE TRIBUNE.]

Saratoga, N. Y., Aug. 20.—If the policy of the Jockey Club in the past may be accepted as a precedent, the